

IN THE CLAIMS

1. (Currently Amended) A clamp for a handlebar on a motorcycle comprising:

a first split ring with a first diameter for engaging a fork tube on the motorcycle,
a second split ring with a second diameter, for engaging a handlebar, the second split ring adjacent to the first split ring, the second split ring having an axis parallel to and the axis of the first split ring, with the second split ring integrally connected to the first split ring, with no intervening apertures therebetween-with and the split rings having independent non coplanar parallel planar gaps,

wherein both split rings have a respective locking portion integral with each split ring having a first post aperture and a second post aperture, one on either side of a the gap in the split ring, and a bolt aperture through the locking portions, wherein the bolt apertures have bores with parallel axes,

a first post having a smooth wall aperture therethrough and a second post having an aperture with a threaded wall therethrough, and

two bolts for extending through the locking portion apertures and the posts for engaging the threads of the second post to adjust the size of gap between the locking portions and tightening or loosening the first split ring on the fork tube of the motorcycle and tightening or loosening the second split ring on a handlebar.

2. (Previously Presented) A clamp for a handlebar on a motorcycle as in claim 1 further comprising,

a handlebar having an L shape with a column for engaging the second split ring, and a hand grip portion extending perpendicularly from the column.

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3. (Currently Amended) A clamp for a handlebar on a motorcycle comprising:
a first split ring with a first adjustment screw for adjustably engaging a fork tube on the motorcycle,

a second split ring with a second adjustment screw, the second split ring having an axis parallel to ~~and~~ the first split ring with the second split ring integrally connected to the first split ring,

an "L" shaped handlebar having a ~~round tube~~ vertical column portion adjustably held in place by the second split ring, and a horizontal handgrip portion perpendicular to and extending only on one side of the column portion,

wherein both split rings have a respective locking portion integral with their respective split rings, such that the first split ring can be tightened or loosened to install or adjust the position of the clamp axially and radially ~~along~~ about the fork tube and the second split ring can be tightened or loosened to install or adjust the position of the handlebar axially and radially in the second split ring, whereby an infinite range of motion of the handlebar is allowed by independently moving the clamp up and down on the fork tube and rotating the clamp on the fork tube, and by independently moving the handlebar up and down in the clamp and rotating the handlebar in the clamp.

4. (Previously Presented) A clamp for a handlebar on a motorcycle as in claim 3 wherein, the splits in the split rings are on separate parallel planes.



CERTIFICATE OF MAILING

I hereby certify that the foregoing Amendment consisting of four (4) pages in response to the Official Action dated February 26, 2007, a transmittal letter and a return receipt postcard, in application Serial No. 10/733,539, filed on December 11, 2003, of Timothy Tamcsin entitled "ADJUSTABLE MOTORCYCLE HANDLEBAR ASSEMBLY" is being deposited with the U.S. Postal Service as First Class mail in an envelope addressed to: Mail Stop Non-Fee Amendment, Commissioner for Patents, P.O. BOX 1450, Alexandria, VA 22313-1450, postage prepaid, on May 17, 2007.

Date of Signature: May 17, 2007.

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